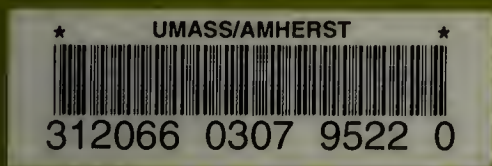


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HISTORIC PARKWAYS
of MASSACHUSETTS



A PARKWAY
IS NOT A ROAD.
IT'S A PARK
WITH A ROAD IN IT.



HISTORIC PARKWAYS INITIATIVE STEERING COMMITTEE

Betsy Shure Gross, Co-Chair
Executive Office of Environmental Affairs

John DeVillars, Co-Chair
Brownfields Recovery Corporation

Geoffrey Beckwith
Massachusetts Municipal Association

Deirdre Buckley
Executive Office of Environmental Affairs

Stephen H. Burrington
Conservation Law Foundation

Vin Cipolla
Citizen Representative

John Cogliano
Massachusetts Highway Department

Buzz Constable, Esq.
Metropolitan Area Planning Council

Linda Cox
Esplanade Association

Marilyn Fenollosa
National Trust for Historic Preservation

Representative Kevin W. Fitzgerald

Eliot Foulds
Olmsted Center, National Park Service

Susan W. Frechette
Department of Environmental Management

Bill Geary
Citizen Representative

Senator Robert A. Havern

Jamie Hoyte
Harvard University

Beppi Huidekuper
Harvard University

James Igoe
Historic Massachusetts Inc.

Nathaniel Karns
Berkshire Regional Planning Commission

Cara Metz
Massachusetts Historical Commission

John Moot
Association of Cambridge Neighborhoods

Robert Mumford
Cape Cod Commission

Senator Andrea F. Nuciforo, Jr.

Samantha Overton Bussell
Metropolitan District Commission

Paul Sacco
Massachusetts Office of Travel and Tourism

Thaleia Schlesinger
Schlesinger & Associates

Cara Seiderman
City of Cambridge

Cynthia Smith
Boston Society of Landscape Architects

Helen Spaulding
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Patrice Todisco
Boston Greenspace Alliance

Senator Marian Walsh

Representative Alice K. Wolf

Eileen Woodford
National Parks Conservation Association

Robert Zimmerman
Charles River Watershed Association



A MESSAGE FROM SECRETARY BOB DURAND OCTOBER 2002

Our Commonwealth has a rich legacy of historic park roads and parkways. From Notch Road winding to the summit of Mount Greylock to the breathtaking views from Memorial Drive's graceful alignment along the Charles River, historic roads and parkways have defined the look and feel of our communities, as well as the daily patterns of our lives. Developed and built over a century ago, their survival into this century is a testament to both their design achievement and their enduring public value.

Despite the fact that historic park roads and parkways are recognized as significant cultural and open space resources worthy of preservation and protection, they have become overlooked, undervalued, and endangered. After more than a century of use, our parkways have deteriorated and suffered from deferred maintenance and inappropriate alterations. While opinions vary as to the best way to protect historic parkways, it is clear that these valued transportation and open space resources are in need of a new strategy.

I am pleased to announce the launch of an ambitious interagency initiative to support the preservation and long-term protection of our historic park roads and parkways. The Historic Parkway Initiative builds upon the work of the Metropolitan District Commission's 1996 Green Ribbon Commission Report on the Metropolitan Park System and the Department of Environmental Management's Historic Landscape Preservation Programs, and continues my long-standing commitment to historic landscape preservation. The far-reaching goal of the Historic Parkway Initiative is to lay the groundwork for an integrated planning and decision-making process to better protect our resources.

Tremendous progress has been made over the last twelve months. Working closely with the DEM and the MDC, along with our interagency partners, the Massachusetts Highway Department and the Massachusetts Historical Commission, and our Statewide Steering Committee, we have successfully:

- ♣ *conducted a series of listening sessions and strategic planning workshops around the state,*
- ♣ *developed a program mission statement and positioning strategy,*
- ♣ *intensely inventoried 42 parkways and park roads around the state, and*
- ♣ *planned and developed two demonstration projects that represent an integrated planning approach to parkway rehabilitation.*

Even with these accomplishments there is much to be done. With your input and participation in the Initiative, we will promote a better understanding of historic park roads and parkways and their needs. We will work together to develop strategies and new models for stewardship. We will broaden the constituency that will advocate for continued, well-informed protection of our historic park roads and parkways.

And together, we can re-create the legacy!



THE HISTORIC ROADS OF THE COMMONWEALTH ARE ONE OF THE TREASURES OF THE PAST GIVEN TO THE TRAVELER OF THE FUTURE. Little needed to be said of their beauty and utility in the century in which they were created. Some of the earliest of these routes grew out of a need for convenient and efficient means of getting from one place to another. Other roads were designed as boulevards and pleasure routes, transporting people at a leisurely pace more conducive to contemplation and relaxation. The journey to a place became as important as the destination itself.

The modern origins of the "Park Way" concept, defined and developed by Frederick Law Olmsted in 1861 as part of his design for Prospect Park in Brooklyn, NY, provided a way to connect a city's park to the fabric of the community.

"The plan...provides for each of the several requirements which we have thus far examined, giving access for the purposes of ordinary traffic to all the houses that front upon it, offering a special road for driving and riding without turning commercial vehicles from the right of way, and furnishing ample public walks, with room for seats, and with borders of turf in which trees may grow in the most stately character." FREDERICK LAW OLNSTED 1866

Now a century later, some have forgotten the lessons of the parkway, their purpose and their contribution to a community's quality of life, public health, and safety. It is important to remember that our parkways are not "just roads." They are part of our parks and open spaces and our historic landscape heritage. Whether it is along a river, through a state reservation, or to the summit of the highest mountains, parkways allow the walker, the biker, the hiker, and the commuter passage through a **place** while providing a sense of **being somewhere** while en route to somewhere else. They provide a period of respite and a little breathing room during a busy day. But most importantly, they provide what Olmsted originally envisioned as "nature in the city," a small miracle in our age of hustle, bustle, stress, and confrontation.

Over the last decades, our parkways have been taken for granted, experienced with too little understanding of their value. This has resulted in ill-considered widening, overdevelopment, and deferred maintenance. As a result, many of these resources are in peril.



Our Mission

The Historic Parkway Initiative — *a coalition of the Executive Office of Environmental Affairs, the Department of Environmental Management, the Metropolitan District Commission, and other public and private organizations — works to protect, preserve, and enhance historic parkways throughout the Commonwealth.*

Through advocacy, education, and action, and in the spirit of partnership, the Initiative celebrates the invaluable scenic, cultural, recreational, and transportation roles of these remarkable and diverse parkways. A catalyst for change, the Initiative is building new models of stewardship and revitalization for these treasured resources.

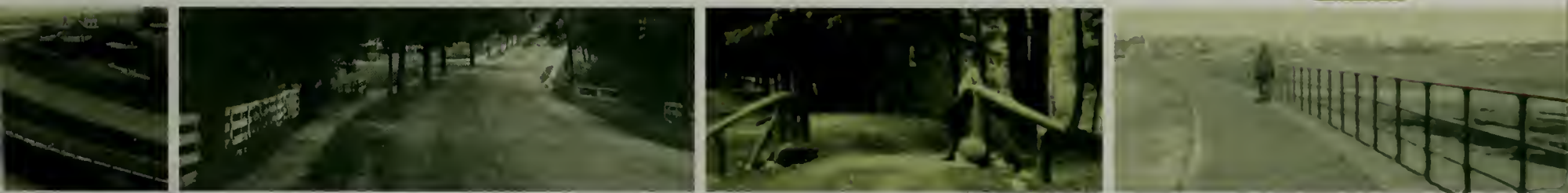
That is why, as part of the Commonwealth's continuing commitment to historic landscape preservation, and in direct response to the deterioration of historic parkroads and parkways, the Historic Parkway Initiative was created. Spearheaded by the Executive Office of Environmental Affairs (EOEA), this visionary program is the result of an unusual collaboration between the Department of Environmental Management (DEM), the Metropolitan District Commission (MDC), the Massachusetts Historical Commission (MHC), the Massachusetts Highway Department (MHD), and a Statewide Steering Committee made up of leaders in public agencies and private organizations. The goal of the Initiative is to establish an integrated preservation planning and approach to protect, manage, revitalize, and **celebrate** our historic parkways.

Our mission is to work together, forging a well-informed, coordinated interagency and public-private partnership. The responsibilities of the commitment and the implications of stewardship utilizing this new model are vast. The vision extends well beyond making public improvements. The effort to protect historic parkways has become a public rallying cry, an outreach campaign aimed at heightening public appreciation of an endangered resource, a model of activism, and a shared vision for the future of these historic and cultural resources.

This report, a collective **Call to Action**, provides an overview of the work to date on the Initiative. But more importantly, it lays out a blueprint to garner the support — technical, financial, and human — to achieve the vision.

WELCOME! YOU ARE ABOUT TO ENTER A HISTORIC PARKWAY OF MASSACHUSETTS.

Enjoy the experience.



A MODEL OF INTERAGENCY COLLABORATION

THE HISTORIC PARKWAYS INITIATIVE VALUES THE CONTRIBUTIONS OF THESE PARTNER MEMBERS:

Executive Office of Environmental Affairs

EOEA seeks to protect, restore, and sustain the natural and cultural resources of the Commonwealth of Massachusetts in order to preserve and enhance the quality of life for all communities.

Bob Durand Secretary

Betsy Shure Gross, Special Assistant

Metropolitan District Commission

The MDC's mission is to protect, preserve, and enhance the natural and cultural resources and infrastructure of the metropolitan parks and watershed regions in order to promote healthy, livable, and sustainable communities.

David B. Balfour, Jr., Commissioner

Samantha Overton Bussell, Deputy Commissioner for Policy

Joe Orfant, Project Manager

Department of Environmental Management

DEM is dedicated to improving the quality of life in the Commonwealth of Massachusetts by conserving our natural and cultural resources through professional stewardship, connecting people to these resources through recreation and education, and cooperating and partnering with others who share our common purpose.

Peter C. Webber, Commissioner

Susan Frechette, Deputy Commissioner, Division of Resource Conservation

Patrice Kish, Director, Planning, Design and Development

Wendy Pearl, Project Manager

Massachusetts Highway Department

The Massachusetts Highway Department, commonly known as MassHighway, is responsible for the design, construction and maintenance of 12,600 lane miles of state highway and 2,900 bridges in the Commonwealth.

John Cogliano, Commissioner

Luisa Paiewonsky, Director, Planning Department

Massachusetts Historical Commission

The continuing presence of historic properties in Massachusetts immeasurably enhances the quality of our lives; they help to establish our sense of place and to define the very character of our communities. The Massachusetts Historical Commission identifies, evaluates, and protects important historical and archaeological assets of the Commonwealth.

Cara Metz, Executive Director

Michael Steinitz, Director of Survey





Charles River Road easterly (1902)



THE HISTORY OF THE PARKWAY

BOULEVARDS AND PLEASURE-WAYS: PARKWAYS HAVE A HISTORY

Both the DEM and the MDC are rooted in the extraordinary social changes of the late nineteenth and early twentieth centuries. The parkways are one of many cultural artifacts that reflect important changes occurring in American culture.

Massachusetts in 1850 was fully aware of the benefits of the Industrial Age, including availability of goods, increased wealth, improvements in the workplace, and technological advances. For the first time in the history of the state and nation, a standardized workweek forced by unionization created a new element of American life — leisure time. The development of railroads across the nation and throughout New England expanded the horizon beyond the streetcar, and the writings of early conservationists such as Henry David Thoreau, enticed urban dwellers to the great outdoors.

Technology, labor practices, and popular literature contributed to a radical change in lifestyle. Citizens of Massachusetts had the opportunity, the time, and the means to explore new landscapes, to escape from the urban toil and to benefit from healthful exercise in the out-of-doors. It was the goal of public agencies such as the Metropolitan Parks Commission (known after 1919 as the MDC) and the Department of Conservation (precursor to the DEM) to provide places for public enjoyment. The parkway, both access route and connector park, became an integral component of a new system of public open space.

Vaux, proposed 260'-wide, tree-lined boulevards to connect public recreation grounds and extend the advantages of a park-like setting throughout the city.

Massachusetts' heritage of such "parkways" connecting parks and the public is rich and varied — and in desperate need of increased understanding, protection and enjoyment.

THE MDC PARKWAYS: THE NATION'S FIRST REGION-WIDE PARKWAY NETWORK

The reservations, parks, and parkways of the Metropolitan Park Commission were the grand vision of Sylvester Baxter and Charles Eliot. On the heels of founding the Trustees of Reservations in 1891, Baxter and Eliot planned and directed the acquisition of

“Local breathing spaces and the existence of pleasant features of natural scenery in the neighborhood, are really as essential to the moral and physical health of a community as the absolutely utilitarian improvements that are usually given precedence.” CHARLES ELIOT, 1893

As the nineteenth century drew to a close, the ravages of industry on the Massachusetts landscape were apparent. Private organizations like the Trustees of Reservations (1891) were established to conserve lands “of uncommon beauty and more than usual refreshing power...for the use and enjoyment of the public.” Some also attempted to profit from the new spirit of recreation, building summit houses, observation towers, and lakeside camps across the state. Wealthy individuals built country retreats, creating estate landscapes that provided the escape of nature, if not the wilderness. And at the same time, the state began to create, in earnest, a system of forests, parks, and reservations that would be accessible to all. The creation of the parkway and scenic park road was key to achieving this goal.

PARKWAY AS DESTINATION

The concept of the parkway evolved over time under the thoughtful creativity of many individuals. As early as 1844, a plan for expanding Boston's land area into the Back Bay envisioned a 200'-wide band of parallel “Boston boulevards” to line the edges of the Charles River. Although this prophetic plan, proposed by Robert Gourlay, was never realized, its vision for boulevards along the Charles is strikingly similar to the Memorial Drive landscape that exists today. In 1868, as part of the plan for Prospect Park in Brooklyn, Frederick Law Olmsted, the pre-eminent American landscape architect, along with Calvert

almost 7,000 acres of reservations, parkways, and waterfront lands in the Commission's first two years. The first reservations were large tracts of open space connected by riverways, but Baxter envisioned landscaped “special Pleasure-ways” as part of the system. In 1894, the legislature authorized the Commission to build parkways, creating linear ribbons of greenspace to connect open spaces and provide a recreational travelway within the MDC system.

The first generation of parkways, well underway by 1899, provided direct access from the urban areas to major reservations, while the second generation, built between 1905 and 1919, were primarily connectors to link the various parts of the system.

Today the MDC park system consists of 162 miles of parkways and nearly 20,000 acres of open space in 37 cities and towns in the Boston metropolitan area. Parkway are still the primary means of access to seven woodland reservations, three river reservations, ten ocean reservations, and a variety of recreational facilities, historic sites, and playgrounds. All are located within 15 miles of the Massachusetts State House.

HISTORIC ROADS IN STATE FORESTS AND PARKS: FROM THE MOUNTAINS TO THE SEA

Unlike the planned system of parkways developed by the MDC, the parkways and park roads of DEM are a mix of old town roads, estate circulation patterns, and recreational routes. The variety of parkways within DEM facilities reflects the changing landscape of Massachusetts – from thriving agriculture and industry, to tourism and recreational development.

DEM has been acquiring land for conservation since the creation of the Mount Greylock State Reservation in 1898. While many of the early acquisitions were focused on protecting natural forest stands, others resulted in the protection of significant historic routes. As private efforts to provide recreational opportunities (and turn a profit) failed, DEM stepped in to protect some of the most popular nineteenth

century landmarks, such as the Summit House and Mountain Road in the Holyoke Range. Well-preserved private estates, with their vast networks of carriage roads, also came under DEM ownership through both gifts and acquisitions.

Although many of the DEM parkways are “inherited,” over 100 years of recreational development has focused on making the open-space jewels of the Commonwealth accessible to everyone. The most effective improvement program was carried out under the Civilian Conservation Corps (CCC) during the Great Depression. From 1933 to 1941, the CCC employed 10,000 men at more than 50 camps in Massachusetts, creating recreational areas, campgrounds, ski facilities, and trail systems, all connected by scenic and recreational roads. The CCC’s parkway legacy has lasted to the current day. Many of the beautiful roads that provide access within the State Forest and Parks system (as well as many MDC facilities) date from this era of concerted environmental improvement.

Today, the DEM parkways are used in many different ways. Many roads are still used to provide public access to mountain summits, campgrounds, and recreation areas. Other parkways have been adapted for passive recreational use, such as hiking, biking, and equestrian use. A number have also been lost to the elements, with only an archaeological trace left behind.

CONTINUING THE COMMITMENT TO STEWARDSHIP

Over the last twenty years the Commonwealth has made an extraordinary commitment to the preservation of its historic and cultural landscapes.

OLMSTED HISTORIC LANDSCAPE PRESERVATION PROGRAM

In order to assist in the protection of the Commonwealth’s historic open space heritage, the EOEA, through the DEM, initiated a statewide preservation program for rehabilitating parks designed by Frederick Law Olmsted. The Massachusetts General Court authorized \$15 million in 1984 and an additional \$17 million in 1987 to implement the Program. Building on the success of the Olmsted Program, the Historic Landscape Preservation Program was established in 1997 to provide matching grant funds and technical assistance to preserve significant historic landscapes. To date, nearly \$5 million in grant funds has been awarded to municipalities around the Commonwealth.

BLUE HILLS HISTORIC STRUCTURES PRESERVATION

Recognizing the importance of the historic structures in the Blue Hills Reservation, MDC prepared a National Register nomination in 1980 for several historically significant structures, as part of the Blue Hills Multiple Resource Area. An Historic Structures Report was prepared in 1988 that evaluated ten buildings in the Reservation. In 1994, the study was updated, and restoration of these structures was completed in late 1998.

BACK TO THE BEACHES!

Inspired by the improving water quality of Boston Harbor, in the summer of 1993, the Commonwealth released “The Back to the Beaches Plan.” It was a new vision for the future of the Boston Harbor Beaches, intended to reconnect the local communities and neighborhoods to their beaches. This \$30 million initiative has enabled the MDC to reconstruct and rehabilitate beaches in East Boston, South Boston, Dorchester, Winthrop, and Quincy.

HISTORIC CEMETERY INITIATIVE

In 1999, DEM initiated a Historic Cemetery Initiative, the first of its kind statewide technical assistance program to support the critical preservation and stabilization needs of municipally owned historic cemeteries. In conjunction with the Initiative, DEM published the award-winning “Preservation Guidelines for Municipally Owned Historic Burial Grounds and Cemeteries.”



1868

The “Park Way” concept was developed by Frederick Law Olmsted as part of his design for Prospect Park in Brooklyn, NY.



1893

The Metropolitan Park System, the first regional public park system, was established.



1893-1903

Charles Eliot of Cambridge and Sylvester Baxter of Malden directed the development of the Metropolitan Park System.



1898

The Department of Conservation (now DEM) acquired Mount Greylock as the first state reservation.

1906-1932

Parkway construction became a defining theme in the development of the Metropolitan Parks System. Fourteen new parkways and park roads were constructed, three roadways were transferred to the

MDC, existing parkways were widened, and the first traffic circles and overpasses were installed.

A *Legacy* OF STEWARDSHIP

THE HISTORIC PARKWAYS INITIATIVE

MASSACHUSETTS' PARKWAYS, representing one of the most significant open space systems in the country, have been threatened by a number of forces over the decades since their creation. Like the famed Freedom Trail, historic parkways and park roads tell remarkable stories of life and the development of Massachusetts. Although the public may appreciate those elements that give the parkways their character and significance — the majestic trees along Memorial Drive, the expansive views from Notch Road — they remain largely unaware of the historic design intent and development of these resources.

Consequently, neither public agencies nor the public at large is sufficiently prepared to advocate for adequate protection and management of Massachusetts' parkways. The result is a system of parkways and park roads in need of vigorous public-private partnership support as well as critical capital improvements and a maintenance strategy.

In response to the recognition of need, and inspired by the legacy of parkways and park roads spanning the Commonwealth, the Executive Office of Environmental Affairs convened a coalition of public agencies and private organizations to create the Massachusetts Historic Parkway Initiative in the Fall of 2001. The Initiative aims to develop an integrated, collaborative planning approach that will support the safe and

PARKWAYS INVENTORY AND TREATMENT GUIDELINES

A statewide inventory of representative parkways and park roads under the jurisdiction of the MDC and DEM is underway, encompassing 22 MDC roads and 20 DEM roads. This critical component of the Initiative will provide public agencies, private organizations, and local residents with an in-depth understanding of the scope and specific nature of the problems that beset our historic parkways, and provide good models of treatment. The findings will serve as the basis for a preservation, management,

“[A parkway] recognizes the humanity of humans, their intuitive capacity to react — to sights and sounds, form and color and texture.” NORMAN NEWTON 1971

historically appropriate protection and management of the state's historic parkways. The effort has demonstrated a remarkable interagency partnership, with a broad spectrum of public agencies and stakeholders meeting regularly to discuss issues and shepherd the process.

STAKEHOLDER AND PROFESSIONAL CONTRIBUTIONS

Ambitious work has proceeded on many fronts over the past year. Stakeholder workshops were held in the fall and winter of 2001-2002, drawing hundreds of participants across the state in lively and constructive dialogue. The issues have been strategic, aesthetic, and, of course, historic. The Statewide Steering Committee, appointed by Secretary Durand in October 2001, is made up public agencies, public officials, non-profit organizations, and community representatives. The Committee and the interagency partners have dedicated extensive time and effort to the development and implementation of the Initiative.

and enhancement protocol.

The Inventory process has established a clear, replicable procedure to be used by agencies that steward these important resources. The two-phased inventory process covers all 42 parkways at a broad, reconnaissance level. Ten parkways (5 DEM roads and 5 MDC roads) have been selected as examples of the types, conditions, and uses of parkway statewide; these are explored as in-depth case studies. A parkway typology has been developed to provide understanding of the variety and diversity of our resource.

(See pages 12 and 13.)



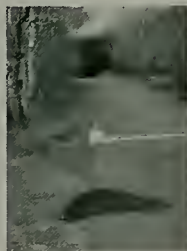
1933-1941

The Depression-era Civilian Conservation Corps designed and built recreational areas within DEM and MDC lands, including hundreds of miles of scenic parkways and park roads.



1945-1970

Americans took to the road looking for opportunities to fill their leisure time. MDC and DEM responded to the demand by constructing and expanding facilities. Maintenance dollars did not follow. Infrastructure and parkways fell into disrepair.



1984/1987

State legislature authorized open space bond bills that funded an ambitious program of improvement to parks and parkways of MDC and DEM. Maintenance funding continued to shrink.

1991

Administration proposed to reorganize and merge MDC and DEM and to spin off management of the parkways to the Massachusetts Highway Department. Legislative efforts continued over the next ten years to transfer the parkways to MHD.

June 2001

The Massachusetts Historical Commission voted to proceed with a nomination of the Metropolitan Parks and Parkway to the National Register of Historic Places in response to the continuing interest in transferring the parkways to the MHD.



August 2001

In conjunction with the Administration's Managing for Results Initiative, EOEa announced the creation of a historic parkways program. The goal was to develop an integrated planning process to support the preservation and stewardship of historic parkways and park roads.

September 2001

An interagency partnership between the MDC, DEM, MHD, MHC and EOEa was formed to develop and implement a Historic Parkway Initiative.

October 2001

Secretary Bob Durand appointed a statewide steering committee to provide input and guidance for all aspects of the Initiative.

HISTORIC PARKWAYS
of MASSACHUSETTS

Guidelines for parkway treatment and management are being developed that integrate the parkways' values as historic resources; scenic, cultural, and recreational treasures; and transportation corridors. The Inventory findings and recommendations will be used to create and sustain appreciation of the historic significance, values, threats, and restoration potential of the Commonwealth's parkways and park roads.

DEMONSTRATION PROJECTS

The Mount Greylock Historic Parkway Rehabilitation Project and the Memorial Drive Parkway Rehabilitation project are designed to demonstrate the objectives of the Historic Parkway Initiative. Key planning issues for both projects have included preservation of existing parkway character; rehabilitation of road surface and drainage; reclamation of "lost" features; safety improvements for all users; interpretation of historical, cultural, and natural features; protection of wetlands; and planning for future operations and maintenance. The development of an integrated planning approach has built a base of knowledge that informs the design of the demonstration projects and also serves as a model for public participation and permitting.

NATIONAL REGISTER NOMINATION

Proceeding concurrently with the development of the Inventory, the Massachusetts Historical Commission (MHC) has funded and prepared Thematic Multiple Resource National Register nominations for the MDC parkways. Extensive historical research and documentation of existing conditions have supported this process, proceeding under an unusually accelerated timetable. The result will be over 40 separate nominations, covering more than 60 parkways and park roads.

Listing in the National Register will formalize the national recognition of the MDC parkways and will help to draw public attention to this premier resource.

RESEARCH ON NATIONAL MODELS

Awareness of the importance of concerted action to save our threatened historic parkway resources has risen exponentially across the country in recent years.

Conferences focused on historic road preservation, books dedicated to the subject, and friends groups have proliferated. The Historic Parkway Initiative is benefitting from this climate of attention. Initiative staff have collected and assessed guidelines and management plans from over a dozen states. The advice and expertise of advocates and researchers, locally and nationally, has been

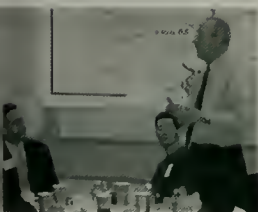
sought. Models and best practices from initiatives elsewhere are being researched and will be integrated with the findings of the Inventory team and the input from the Steering Committee.

PUBLIC EDUCATION AND OUTREACH STRATEGY

Through the efforts of the communications subcommittee, a direct and coordinated outreach strategy has been developed, with public education as the core goal. A multi-component, integrated communications program has been launched in an effort to bring about a transformation in perception and heighten awareness so that, across the Commonwealth, people come to understand the significance of the parkway legacy. The emphasis is on direct action.

The program will include:

- ✦ *Development of a lively website featuring interactive maps and photos that will engage the visitor and provide links for direct action.*
- ✦ *A series of informational brochures linking specific community projects with the larger Initiative.*
- ✦ *Programs focused on children and educators, providing hands-on, educational experiences.*
- ✦ *A community toolkit, with ready-to-implement activities appropriate to a broad range of interested parties.*
- ✦ *Distribution of core publications, such as the Guidelines and Inventory, as planned.*



November 2001

A series of workshops around the state was planned to solicit participation and support for the Initiative. The first daylong workshop in Boston attracted over 100 stakeholders.



January 2002

Notch and Rockwell Roads at Mount Greylock State Reservation and Memorial Drive in the Charles River Reservation were identified as demonstration projects for the Initiative.



April 2002

Planning began on the demonstration projects. The public participation process for the Mount Greylock Demonstration Project was kicked off in North Adams.



May 2002

Over 200 people attended the event for the release of Charles River Master Plan. The rehabilitation of Memorial Drive was announced. The planning process for Phase 1- "Parkland Reclamation" was initiated.



June 2002

First-of-its-kind inventory of 44 parkways and park roads around the state began.

October 2002

EOEA holds a groundbreaking celebration with its interagency partners just five months after the announcement of the Memorial Drive Demonstration Project. Planning on Phase 2 begins.

LOOKING FORWARD

The initiative steadfastly continues to focus attention and heighten the public's appreciation of these endangered resources. Future guidelines for stewardship, demonstration projects, training curriculum, website, and other public education and outreach materials are benchmarks for the successful implementation of the Initiative.

A TYPOLOGY OF PARKWAYS

ty·pol·o·gy *n.*, the study of types, as in a systematic classification.

Historical research and fieldwork on the 42 parkways included in inventory has lead us to understand the character and original intent of these resources. While no two parkways are alike, the typology below allows us to classify and organize “types” of parkway in order to determine the appropriate preservation treatment.

"It is doubtful that any single type of park area has been more widely misunderstood and misinterpreted than the parkway." NORMAN NEWTON 1971

M.D.C HISTORIC PARKWAYS & PARK ROADS

Road Type	Reservation	Road Name
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Parkways



Connecting pleasure road	Blue Hills	Blue Hill Parkway
Connecting pleasure road	Charles River	VFW Parkway
Connecting pleasure road	Hammond Pond	Hammond Pond Parkway
Connecting pleasure road	Alewife Brook	C Alewife Brook Parkway
Connecting pleasure road	Revere Beach	Revere Beach Parkway
Connecting pleasure road	Middlesex Fells	C Fellsway East (southern section)



River parkway	Neponset River	Truman Highway
River parkway	Charles River	Birmingham Parkway
River parkway	Charles River	Cambridge Parkway



Ocean parkway	Revere Beach	C Revere Beach Boulevard
Ocean parkway	Lynn Shore	Nahant Beach Parkway
Ocean parkway	Lynn Shore	Lynn Shore Drive

Park Roads



Internal park road	Blue Hills	Blue Hill River Road
Internal park road	Blue Hills	C Chickatawbut Road
Internal park road	Stony Brook	Enneking Parkway
Internal park road	Muddy River	Jamaica way
Internal park road	Muddy River	Park Drive
Internal park road	Middlesex Fells	Woodland Road
Internal park road	Middlesex Fells	Fellsway East (middle section)



Border road	Stony Brook	C Bellevue Hill Road
Border road	Middlesex Fells	Fellsway East (northern section)
Border road	Middlesex Fells	Hillcrest Parkway

D.E.M. HISTORIC PARK ROADS

Road Type

Reservation

Road Name

Inherited Roads



Estate road

Bradley Palmer State Park

Park Road; The Racecourse



Estate road

Maudslay State Park



Main Road; Main Drive; Hedges Drive; Mile Loop



Summit road

Skinner State Park



Mountain Road

Summit road

Mount Sugarloaf State Reservation

Summit Road

Vernacular road

Borderland State Park

Tisdale Road; Puds Pond Connector; Road to Smith Farmhouse; Long Darn Road

Vernacular road

Moore State Park



Carruth Road; Brigham Rd; Mill Street

Vernacular road

DAR State Forest

Moore Hill Road

Vernacular road

Kenneth Dubuque Memorial State Forest

Klingholt Road; Hallockville Road; Moody Spring Road; Middle Road

Vernacular road

Hampton Ponds State Park

Old Apremont Highway

Park roads



Internal park road

Myles Standish State Forest



Lower College Pond Road; Alden Road

Internal park road

Upton State Forest

Park and Loop Roads

Internal park road

Purgatory Chasm State Park

Purgatory Road

Internal park road

Brimfield State Forest

Two Pond Road; Stage Road

Internal park road

Robinson State Park

River Road

Internal park road

Mt. Tom State Reservation

Christopher Clark Road

Internal park road

Wendell State Forest

Wickett Pond Road (historic name: Laurel Drive)

Internal park road

Pittsfield State Forest



Berry Pond Circuit Road

Internal park road

October Mountain State Forest

Schermerhorn Drive

Internal park road

Chester-Blandford State Forest

Sanderson Brook Road

Internal park road

Tolland State Forest

Main Loop Road; Sloper Road (@peninsula campground)



INTERNAL PARK ROAD

Internal park roads are roads designed to support the use of the park for recreational and interpretive purposes, and may provide access across park property.



CONNECTING PLEASURE ROAD

Connecting pleasure roads are parkways that are external to, and connect parks by means of a road that provides a park-like experience. They are often designed with planted medians as well as rows of trees on both sides of the road to create a vegetative canopy.



OCEAN PARKWAY

Ocean parkways are aligned along ocean frontage within ocean parks, which afford dramatic water views and access to the beach. Their design is similar to connecting parkways, with the exception that there is usually no overstory vegetation between the road and the shore.



RIVER PARKWAY

River parkways are aligned along rivers within narrow stretches of parkland, which permit scenic water as well as park views along the route. Their design is similar to connecting parkways.



BORDER ROAD

Border roads were an important part of Eliot and Baxter's original concept of the MDC reservations. They are roads that form boundaries between reservations and nearby residential development, ensuring that private owners would not appropriate public land by owning adjacent property.



ESTATE ROAD

Estate roads were designed to serve estate grounds, and have been incorporated into the estate-turned-park.



SUMMIT ROAD

Summit roads were designed to bring visitors to the summit of mountains, and provide an experience of the rugged progress up the steep topography as well as the drama of distant views.



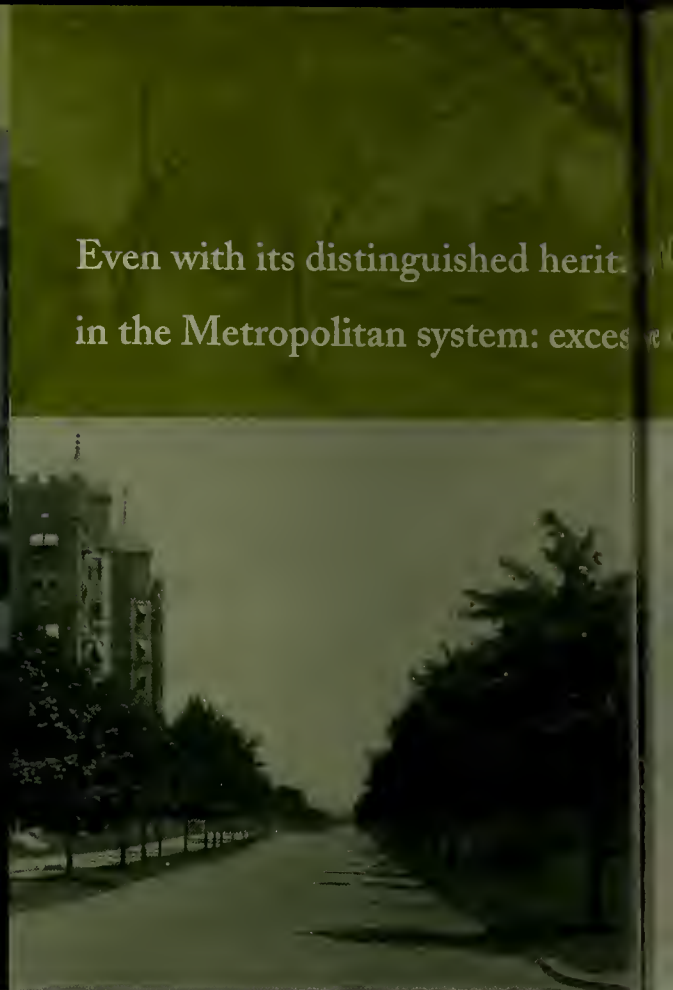
VERNACULAR ROAD

Vernacular roads served variable purposes for the pre-park site, including road patterns of now abandoned villages, access roads to industrial sites, and farm roads.



Baxter and Eliot created a park model admired and emulated by cities across the nation and the world – and never surpassed in its inspirational beauty, diversity, or breadth.

Source unknown. Cambridge Historical Commission



Even with its distinguished heritage
in the Metropolitan system: excessive

City of Cambridge Park Department Annual Reports, 1912. Cambridge Historical Commission Archives

DEMONSTRATION PROJECT



Memorial Drive



Charles River Basin Historic District, Cambridge, MA

Memorial Drive, with its Cambridge Esplanade, is one of the most delightful ways to traverse the celebrated Charles River Basin. The parkway rims the northern bank of the River, bringing the walker, driver, and rider into the heart of one of the world's most picturesque water parks and providing breathtaking views of the basin, its historic bridges, and the ever-changing Boston and Cambridge skylines. The pleasure of moving along this Olmsted-inspired landscape, with its grand, expansive panoramas, is the essence of the parkway experience.

VISTA AND VISION

Memorial Drive is more than a spectacular window onto a renowned cityscape. It is the heart of the network of Metropolitan Parks and Parkways envisioned by journalist Sylvester Baxter and landscape architecture pioneer Charles Eliot to link the "ring of rock hills, river basins, and ocean beaches" that define the geography of Metropolitan Boston. These pioneers confronted the explosive and unchecked growth of the late 19th century, and applying Olmsted's design principles across the burgeoning region, they built a remarkable system that became a model emulated by cities across the nation.

The initial vision: an elegant promenade at the edge of the Charles River. Soon, however, the generous carriage roads of the Cambridge Esplanade were appreciated not only as a scenic river drive but a convenient bypass around city streets congested with commercial traffic. Quickly the Drive was extended to the east and west. Twentieth-century enhancements, such as the Massachusetts Avenue and Reid Overpasses, important as engineering landmarks, signaled a shift towards the needs and realities of the automobile, whose sounds and speeds demanded altered standards of usage.

Despite its distinguished heritage, Memorial Drive today demonstrates all the challenges and stresses upon parkways in the Metropolitan system: excessive traffic, speed, a matured landscape, dilapidated infrastructure, and thoroughly changed recreational uses.

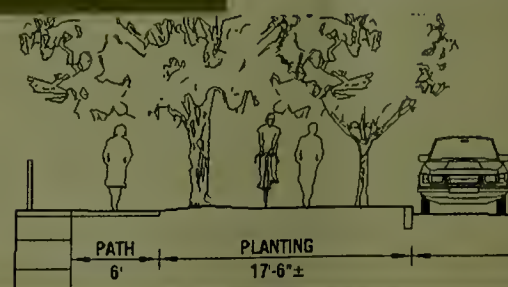
With increased and faster moving traffic, the grand view is a furtive, blurry glance.

Yesterday's leisurely Sunday stroll along the river's bank has become a sweat-inducing run. Sensitive shins and stressed ankles, and wrangling with speeding bikes for precious space on the narrow path, causes runners to veer off hard paths and pound over grass and packed tree roots. Like many special places, it risks being "loved to death" by enthusiastic users and inadequate accommodations. The once-formal landscape has been altered over time by changing fashions in design, particularly with more informal, naturalistic plantings. Beyond style changes, the landscape has matured with over a century of growth and many plantings have reached the end of their natural lifespan.

With a definitive watery edge to one side, a developed but still-growing city pressing in on the other, and tens of thousands of cars a

Technique, 1923: The Yearbook of the Massachusetts Institute of Technology. Published by the Junior Class. Cambridge Historical Commission Archives

EXISTING CONDITIONS



Memorial Drive has become weary. Its current ill-health demonstrates the factors that challenge and stress parkways: traffic speed, a matured landscape, rundown or dilapidated infrastructure, and thoroughly changed recreational uses.

day coursing through the middle, Memorial Drive faces these essential challenges:

- *How to find space for all users and provide the amenities they expect, as well as breathing room for the harried, aging landscape?*
- *How to fulfill the vision of its designers?*
- *How, in the process, to protect and enhance the historic character?*

Memorial Drive presents itself as an unequalled laboratory. The ultimate challenge is how to preserve and adapt a 19th century parkway for the active demands of future use.

THE DEMONSTRATION PROJECT

Fortunately, we do not begin with an empty slate. The Memorial Drive Demonstration Project draws on the recently completed Charles River Basin Master Plan, which addressed many of these same issues on a regional scale and makes sound recommendations for further investigation. The project draws upon the lessons of previous Parkway recovery efforts by the MDC, such as the

reconstructions of The Fenway, Lynn Shore Drive and the VFW Parkway. Work on Memorial Drive will also support and inform the much anticipated rehabilitation of the beloved Longfellow Bridge.

Memorial Drive also benefits from active, informed, and generous neighbors, particularly the Massachusetts Institute of Technology (MIT). MIT has generously funded the design and construction of pedestrian improvements at several locations and has lent logistical support as well, making its facilities available for public meetings. Close cooperation by and with the City of Cambridge will ensure that the project mirrors the city's ongoing efforts, particularly the reconstruction of Massachusetts Avenue.

In an ideal act of public/private cooperation, the regional electrical utility, NSTAR, has funded the engineering and landscape design of the project through mitigation funds for the relocation of an electrical transmission line under a portion of the parkway. Like MIT, NSTAR's support is not strictly financial, but tactical as well, providing contracting and supervisory support to the MDC.

TWO PHASES

To meet the enthusiasm generated by the Charles River Basin Master Plan and the energies of our partners, the Demonstration Project has defined two phases. The first phase extends from the Longfellow Bridge to an overall project midpoint by Fowler Street. This is the reach of the historic Cambridge Esplanade and work in this phase will focus

on the immediate implementation of one recommendation of the Master Plan: the removal of a superfluous travel lane on the east-bound parkway. This and other alterations to the parking will result in a doubling of open space at the river's edge and an unfettered view.

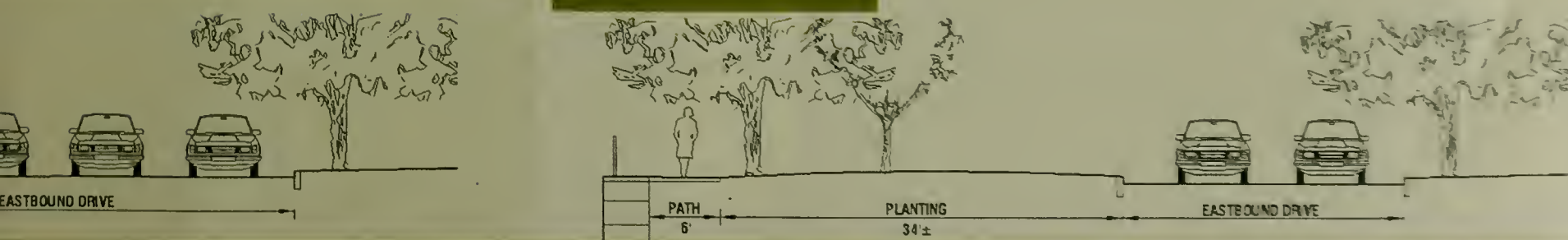
Phase 1 will also include widening the sidewalk on the viaduct to ten feet to better accommodate walkers, runners, and cyclists, as well as critical improvements to the pathway links to the Longfellow Bridge. Upgrades to the storm drainage system will improve roadway functioning and the quality of storm water draining to the River. Additionally, reconstruction of the bridge deck of the Massachusetts Avenue underpass will eliminate a traffic bottleneck, while the underpass itself will receive needed preservation treatment to its granite facing, lights, and railing. Completing Phase 1 also includes important improvements to traffic signals and pedestrian crossings that will make a safer parkway for pedestrians and help calm traffic.

An examination of how best to treat newly restored parkland, its landscape, path systems, and other issues is slated for Phase 2. In this second phase, we will continue the storm drainage improvements up to the BU Bridge, restore historic roadway lighting, tackle stabilization of the eroded river bank, and develop the path system and landscape restoration treatments for the entire project area. The result of this demonstration project will be an important model, not only for the other parkways of the Charles River Basin, but for the entire Metropolitan System.



MIT building (NEWTON) and long view of the river.

PROPOSED PARKLAND RECLAMATION





DEMONSTRATION PROJECT



Mount Greylock



*Notch, Rockwell and Summit Roads within Mount Greylock State Reservation
Adams, Cheshire, Lanesborough, New Ashford, North Adams, Williamstown, MA*

Mount Greylock is a witness to history – from the footsteps of the Mahican and Hoosac peoples, to the creation of the Massachusetts Forests and Parks system. As both the highest peak in the state (3,491 ft.) and the first state reservation (est. 1898), Greylock is a fitting location for the Historic Parkways Initiative Demonstration Project – another first in the state's history.

PARTNERS TO THE SUMMIT

Between 1885 and 1939 the Historic Parkway System at Mount Greylock was transformed from 18th century wagon paths and industrial routes into a complete recreational parkway. Through the vision of the Greylock Park Association (GPA) in 1885 and the county management of the Greylock Commission at the turn-of-the-century grew the core of a Greylock parkway. This system was fully realized in the 1930s through the hard work of the CCC.

A federal work program of the New Deal era, the CCC set up camp at Mount Greylock in 1934 and immediately set to work on the road system. Building on the foundation laid before them, the CCC created a dramatic sequence of views, winding, tunnel-like corridors, and a formal arrival at the summit. The CCC utilized both vistas, or roadside views, and overlooks, formal pull-offs designed for recreational use. Their craftsmanship, use of native materials, rustic forms, and respect for natural topography are reflected in the parkway we see today.

THREE ROADS, COUNTLESS VISTAS

The 13.5-mile Mount Greylock Historic Parkway consists of three roads providing access to the 12,000-acre state reservation and the Greylock Summit. Rockwell Road from the south and Notch Road, the northern route, converge at Summit Road, which makes the final ascent to the Greylock Summit. Overall, the parkway is a narrow, low-speed, paved road set within a variety of natural environments and enhanced by man-made features such as stone walls, overlooks, and vistas. Each road has a distinctive character, with the parkway following the natural form of the land, maximizing the scenic potential.

From the Visitors Center in Lanesborough, Rockwell Road follows the contour of the Berkshire range, gradually climbing through deciduous plantings of maple, cherry, and ash, with unexpected views into open fields, streambeds, and ledge outcrops. Just beyond Sperry Road, the Parkway transitions from a gentle grade to a steeper climb. Punctuated by exposed ledge, small waterfalls, and lush vegetation, this segment of the parkway features several cleared vistas and a dramatic historic overlook known as Bedrock Seeps. Built by the CCC, the Overlook is carved into ledge, creating a sheltered niche with dramatic views north and west.

Notch Road from North Adams follows a steep, winding route to the summit. Although Notch Road approximates one of the earliest access routes to Greylock, the existing

corridor is largely the result of the work of the CCC in the 1930s. Much of the parkway is a “forested tunnel,” enveloping the driver in a mix of birch, maple, spruce, and hemlock, along with flowering fruit trees, berry bushes, ferns, and grasses. This tunnel gives way to a number of views, both into the greater landscape and toward the summit. Mount Fitch Overlook, Notch Road's most dramatic overlook, reveals distant views of the War Memorial Tower and views into the Hopper, a National Natural Landmark. Along this route the canopy gives way to a framed corridor view of the Summit. The series of selective views and “window” vistas along Notch Road hint at the panorama awaiting the visitor at the summit.

As both Rockwell and Notch Roads reach higher elevations, the vegetation surrounding the parkway becomes more stunted. The twisted, gnarled boughs of birch and ash are set within a stand of small firs and spruce, creating a parkway edge rich in texture. As the vegetation diminishes, the vistas become more dramatic. Beginning where Notch and Rockwell end, Summit Road is the final, corkscrew-shaped section of the Greylock Parkway and the most dramatic. Literally blasted out of rock, Summit Road clings to



the side of Greylock, with massive overlooks providing clear views for miles. The combination of vertical drop, wide-open views and low-lying stone walls, and guardrails creates the illusion of riding on the edge of a cliff. From the controlled views along Notch and Rockwell Road to the heart-stopping ascent along Summit Road, the Greylock Parkway makes a final turn into the summit landscape, rewarding the visitor with a view of the sleek, granite War Memorial Tower set off by the rustic, stone design of Bascom Lodge. The parkway experience culminates with the 360° views from the summit.

BRINGING BACK A TREASURE

Rehabilitation of the Mount Greylock Historic Parkway is based on sound assessment of historic landscape character, natural resources, and safety needs.

Highlights include:

- ♣ *the restoration of four major overlooks designed by the CCC*
- ♣ *improved pedestrian and bicycle facilities*
- ♣ *use of a rustic wood timber guardrail*
- ♣ *innovative treatment of trail crossings*
- ♣ *development of consistent parkway signage, for both interpretation and traffic control*
- ♣ *the creation of a Maintenance Plan to support the ongoing preservation of the parkway landscape*

At the outset of the project, Mount Greylock posed a number of challenges to the design team — from weather and topography to fragile ecosystems and structural failures. The primary goal was to make safety improvements to the existing deteriorated roadway while preserving significant historic features and protecting natural resources. Working to maintain this balance, the designers discovered that a number of challenges became opportunities. For example, trail crossings along the parkway corridor presented conflicting uses and physical constraints. But the problem gave DEM a chance to improve safety for both hikers and drivers, to interpret the intersection of parkway and historic trails like the Appalachian Trail, and to better integrate vehicular and pedestrian use within the parkway landscape. Structural failures at historic overlooks created an opportunity to restore the physical fabric of the overlook while adding new reinforcement, increasing the lifespan and overall safety of the feature. Increased automobile use of overlooks since the 1930s also demanded an adaptive reuse of these areas, providing DEM with the perfect moment to better delineate pedestrian, bicycle and auto use, and to make interpretive improvements.

The parkway rehabilitation program benefited from a series of public workshops during which residents, park users, government officials, and others provided direct input on the project. The process was

enhanced by the cooperation of agency partners — the Massachusetts Environmental Protection Agency (MEPA), the Department of Environmental Protection (DEP), the Natural Heritage and Endangered Species Program (NHESP), and the Massachusetts Highway Department (MHD), as well as the support of local and regional partners, including the Berkshire Regional Planning Commission (BRPC), and the Mount Greylock Advisory Council. Public participation in the workshop series and the regulatory review process at the local and state levels helped to build a constituency around the project and to improve the design as a whole.

Since 1996, the Mount Greylock Historic Parkway has been part of a state-designated Scenic Byway. This designation led to BRPC's development of the Mount Greylock Scenic Byway Corridor Management Plan (2000) using funding from the MHD Scenic Byway Program. The Plan and the technical assistance of the BRPC guided DEM and the design team in creating the Mount Greylock Historic Parkway Rehabilitation Plan. The Greylock project also continued the collaboration between MHD, BRPC, and DEM for the protection of the scenic byway.

The Mount Greylock Project is an example of comprehensive assessment, evaluation, and preservation of a historic landscape within a unique natural setting. More importantly, the end result of this demonstration project will be a safer, more enjoyable, and better understood parkway system at one of DEM's flagship parks. As visitors walk, drive, or bike to the Greylock Summit, they will be immersed in the rustic design artfully enhanced by the CCC and complemented by the natural mountain setting. The parkway landscape will seamlessly integrate historic interpretation, recreational use, and public safety, creating a one-of-a-kind experience, from the low-lying valleys to the highest summit.

The Mount Greylock Parkway reflects the aesthetic of the Civilian Conservation Corps (CCC) including hand-craftsmanship, rustic forms, and use of native materials such as this spruce timber and stone guardrail system along Notch Road.



A SWEEPING URBAN THOROUGHFARE

HISTORIC MEMORIAL DRIVE
and
HISTORIC MOUNT GREYLOCK



A THREE-PART RURAL PARK ROAD ORIGINALLY DESIGNED TO IMPROVE RECREATIONAL



THAT SKIRTS THE NORTHERN BANK OF THE CHARLES RIVER.

DEMONSTRATING THE POTENTIALS
OF PARKWAY REVITALIZATION.



ACCESS TO THE STATE'S HIGHEST PEAK.

The parkway is the original “multi-modal” facility. Urban drivers, joggers, bikers, strollers, and sun worshippers — often one and the same — have different needs and conflicting expectations. We seek ways of “calming” traffic without enraging drivers and destroying the parkway driving experience, of making the parkway safe and convenient, without degrading its scenic qualities. Protecting and enhancing the landscape must be accomplished in ways that accommodate the needs of recreational users. The right pathway location and material can keep runners and bikers off the fragile “toes” of the trees.

We are preserving historic parkway landscapes to benefit the public, so recreational groups, abutters, residents, and local officials must participate in the planning process. Their insights are invaluable; their cooperation is critical. It is important to follow up particularly apt comments and observations made at public meeting with intensive, follow-up interviews. And the process must be inclusive. Widening the grass area by narrowing Memorial Drive’s roadway and parking is an admirable goal, but without consulting with the staffs of the two rowing centers to understand how crew trailers would be stored, we could have created a real hazard.

Public input engenders a sense of ownership of the project, respect for the process itself, and a personal commitment to the stewardship of a unique resource.

In 1996 the roads of Mount Greylock State Reservation were designated a state Scenic Byway, and in 2000 the Berkshire Regional Planning Agency (BRPC) utilized Scenic Byways funding from the Massachusetts Highway Department to develop a Scenic Byway Corridor Management Plan. The BRPC’s plan included an assessment of scenic, natural, historic, recreational and transportation resources and was developed through an extensive public process. Today, planners and designers refer to the plan’s delineation of road segments, for example, to organize the Historic Parkway Assessment. By utilizing the Scenic Byway Plan, the Greylock project can build upon regional planning efforts and maintain a consistent, publicly-recognized vocabulary in parkway planning.

A parkway like Memorial Drive occupies a special, environmentally sensitive location. Adjacent to an important waterway like the Charles River, it demands a higher standard of maintenance for features like its storm drainage system. Meeting new environmental standards will translate into more preventive maintenance to keep sophisticated environmental protections functioning properly. High levels of traffic and intensive recreational use similarly require more regular maintenance and care. New or experimental paving materials call for monitoring and review. Maintenance can be made simpler through better design, but there is no substitute for regular, consistent attention.

Memorial Drive and Mount Greylock Parkway are historic parkways and unfolding stories. Each has undergone changes and alterations and today represent different periods and philosophies. Trying to “restore” a parkway to any one historic period is an effort in frustration. Instead, it is more important to recognize and protect the multiple historic features and to define the more elusive “characteristics” that define the parkway. These include unobstructed visual and physical access, a strong “formal” linearity in features and landscaping, minimal structures and a refined and urbane quality to amenities and features.

A complex project spanning over 13 linear miles is bound to require a multi-layered regulatory review process. The Mount Greylock project has entailed local regulation within six municipalities, state review through the MEPA process, rare species protection and federal considerations relative to stormwater management. By laying out a clear regulatory approach, including early coordination with regulatory agencies, the DEM project team can address regulatory issues in a timely and efficient manner, avoiding delays.

Much of what makes a parkway like Memorial Drive beautiful and functional is hidden from view. Although a parkway may appear as a pristine natural area, it is actually a complex engineered and structured environment of bridges, drainage, lighting, and signage. Memorial Drive even has a seawall! The “hidden” work often requires the lion’s share of the budget, which leaves less funds for the more visible, scenic, or recreational work. But if the underlying issues are not properly addressed, the parkway can become dangerous to users and hazardous to its landscape and the surrounding environment.

Designing for accessibility is not only the right thing to do, it’s a sensible thing as well. Designing with existing contours for properly graded paths makes for easier maintenance. “Flights of fancy” are not only barriers to the physically challenged but can be nuisances to look after.

A parkway preservation project is simply not a road project. The Mount Greylock project requires the close collaboration of transportation engineers, landscape architects, natural resource specialists, agency staff, reservation managers, park users, regulators and public agencies. By establishing good communication with all of these groups from the beginning and working hard to achieve effective project management, the project moves steadily from design to implementation.

DEMONSTRATION PROJECTS: LESSONS LEARNED


Parkways are those roads and associated features or other types of “ways” with exceptional aesthetic, natural, cultural, or historical value currently within the care and control of an EOEa agency. Rehabilitation is a complex process. With our experiences at Mount Greylock Historic Parkway and Memorial Drive, we are building a legacy of understanding.

A historic parkway is a unique historic landscape resource that extends well beyond the edge of the pavement. Historic photographs, construction documents, and narrative accounts can assist designers in developing a historic context for the parkway, which can guide decisions of design treatments, such as vista restoration, overlook reconstruction, and vegetation maintenance. Without a thorough understanding of the historic character and physical features of the parkway, the design team would be unable to balance the competing needs of safety, recreation, natural resource protection, and historic preservation.

The Mount Greylock Historic Parkway had fallen into disrepair, in part due to a lack of resources to maintain the extensive road system and its associated structures. With the help of park managers, local and regional officials, and the public, the design team created a simple and effective Operations and Maintenance Program to be used by park staff and others to track the condition of the parkway system and to schedule repairs in a timely manner. The O&M Program will give DEM the tools to maintain everything from guardrails to scenic vistas, insuring the preservation of the Mount Greylock Historic Parkway for many years.

At Greylock, much of the tree canopy and forested edge that defines the historic character of the parkway landscape also happens to be home to rich varieties of wildlife and plant communities. Where landscape management and natural resource protection intersect, the parkway rehabilitation has to be flexible enough to accommodate conflicting needs. A highly sensitive ecosystem is home to several historic, but overgrown, vistas. Habitat issues and historic landscape goals are balanced by identifying the original design intent and moving the vistas away from sensitive areas. As a result, the overall parkway rehabilitation can have a protective impact on natural resources.

There is a public perception that, although the parkway system will not be widened, traffic will increase once the parkway is improved. The rehabilitated parkway must be monitored for excessive use that might result in adverse impacts to the parkway character or the user experience.



CALL TO ACTION

Become part of the legacy!

Whether you're a conservationist, student, municipal official, business or institutional leader, legislator, educator, regional tourism director, design or engineering professional, you can be a catalyst for change.

TOGETHER, WE CAN BUILD NEW MODELS OF STEWARDSHIP FOR HISTORIC PARKWAYS!

Advocate for them as important to your community character and quality of life. Be a good neighbor. Organize a Friends of the Parkway group in your community. Stage a Parkways Walk. Hold a public forum highlighting the history of the parkway you value. Get involved in the statewide coalition, Historic Parkways of Massachusetts.



- LOOK FOR OUR FUTURE WEBSITE — <http://www.masshistoricparkways.org> — for a comprehensive community action toolkit.
- RAISE YOUR FELLOW COMMUTERS' AWARENESS by displaying the "The Parkway is Not a Road" bumper sticker, and use the decal on your bike or lapel.
- LET US KNOW WHO YOU ARE. Use the enclosed postcard to request further information and to sign on.
- And, each time you travel a Historic Parkway of Massachusetts, enjoy the privilege. Slow down. Take a deep breath.
YOU HAVE ENTERED A SPECIAL PLACE.



FOR MORE INFORMATION

contact the Historic Parkways Initiative at the Executive Office of Environmental Affairs at 617 626-1000



Yes, I want to help re-create the legacy!

Please _____ Put my name on your mail/email list and let me know how I can support the Historic Parkways Initiative.

_____ My Historic Parkway of Massachusetts is _____ (name of parkway)

_____ Send me information about parkway related activities underway in my community.

_____ Send me _____ (number of) additional stickers and _____ (number of) bumper stickers so I can share them with friends and family.

_____ Send a copy of this Call To Action brochure to: _____ (name)
_____ (address)

My Name _____ Occupation _____

Address _____

City _____ State _____ Zip _____

Telephone number(s) _____ Email _____



Display this bumper sticker on your car and use the decal on your bike, window, or lapel.

For more information or to request more stickers, contact the Historic Parkways Initiative at the Executive Office of Environmental Affairs at **617 626-1000**

HISTORIC PARKWAYS
of MASSACHUSETTS

HISTORIC PARKWAYS
of MASSACHUSETTS

RE-CREATE *the* LEGACY

A PARKWAY
IS NOT A ROAD.
IT'S A PARK
WITH A ROAD IN IT.

A PARKWAY
IS NOT A ROAD.
IT'S A PARK
WITH A ROAD IN IT.

HISTORIC PARKWAYS
of MASSACHUSETTS



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Historic Parkways Initiative
Executive Office of Environmental Affairs
251 Causeway Street
9th Floor
Boston, MA 02114

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A HISTORIC PARKWAY OF MASSACHUSETTS

MOUNT GREYLOCK HISTORIC PARKWAY REHABILITATION

RE-CREATE *the* LEGACY

Commonwealth of Massachusetts

Jane M. Swift *Governor*

Executive Office of Environmental Affairs

Bob Durand *Secretary*

Department of Environmental Management

Peter C. Webber *Commissioner*

SCOPE OF WORK

The Mount Gryelock Historic Parkway Rehabilitation Project is designed to highlight the goals of the Historic Parkways Initiative. In March of 2002, the DEM contracted with a design team led by the professional consulting firm of Vollmer Associates LLP to lead the planning and design effort. Utilizing the skills of landscape architects, botanists, preservation planners, engineers and environmental specialists, the Vollmer Team will address issues ranging from pavement and drainage design to natural resource protection and historic preservation. Key issues the team will focus on include:

- ♣ *Preservation of existing parkway character, including road alignment, stone features, and historic vistas and overlooks*
- ♣ *Rehabilitation of road surface and drainage*
- ♣ *Safety improvements for vehicular, pedestrian, and bicycle traffic*
- ♣ *Stabilization of slopes and walls*
- ♣ *Interpretation of historical, cultural, and natural elements*
- ♣ *Protection of rare and endangered species*
- ♣ *Protection of wetlands*
- ♣ *Planning for future operations and maintenance*



PROJECT GOALS AND APPROACH

The goal of the Mount Greylock Historic Rehabilitation Project is to improve safety while protecting natural resources and preserving the historic character of the CCC parkway. The effects of time and weather have taken their toll on the parkway structures, and significant repairs are needed. However, no road widening or alignment changes are proposed. The designers have come up with solutions to meet the project's technical challenges without compromising the special qualities of the resource. When the rehabilitation is complete, the parkway will retain its rustic look while providing the same high quality recreational experience created by the CCC nearly 70 years ago.



DEM PROJECT TEAM

Raul Silva *Director of Engineering*

Wendy Pearl *Preservation Planner*

Ken Neary *Region 5 Engineering*

Bob Mellace *Region 5 Director*

Clebe Scott *Mount Greylock State Reservation Supervisor*

Jack Lash *Ecologist*



THE HISTORIC PARKWAYS INITIATIVE

In the fall of 2001, the Executive Office of Environmental Affairs (EOEA) launched the Historic Parkways Initiative to address the unique management and preservation needs of historic parkways under the care of the Department of Environmental Management (DEM) and the Metropolitan District Commission (MDC). Guided by a statewide Steering Committee, the Initiative will result in a preservation protocol for the identification, design, management, maintenance, and public use of historic parkways. The Mount Greylock Historic Parkway Rehabilitation has been identified as the DEM Demonstration Project under the Initiative.

THE HISTORIC PARKWAY AT MOUNT GREYLOCK

The 13.5-mile historic parkway system at Mount Greylock State Reservation consists of three roads including Rockwell Road, Notch Road, and Summit Road. The parkway's winding route, naturalistic design, and spectacular sequence of views reflect the design and skill of the Civilian Conservation Corps (CCC). Established in 1933 by Franklin D. Roosevelt, the CCC was a Depression-era federal work program that put unemployed men to work nationwide to make improvements to parks and forests and to expand the public's access to such lands. During their tenure at Mount Greylock, the CCC's work included the three access roads, the Bascom Lodge and summit landscape, stone walls, culverts and overlooks, representing one the Commonwealth's most complete and best preserved examples of a 1930's rustic park.

In 1998, a 120-acre portion of the reservation was listed on the National Register of Historic Places as the Mount Greylock Summit Historic District. This district encompasses the summit, Summit Road, approximately one mile of Notch Road and a smaller section of Rockwell Road. Although the remaining portions of Notch Road and Rockwell Road are not included in the National Register district, they are considered an essential component to the overall reservation experience and a fundamental part of the historic landscape.





HISTORIC PARKWAYS of MASSACHUSETTS

HISTORIC PARKWAYS INITIATIVE STEERING COMMITTEE

Betsy Shure Gross, Co-Chair
Executive Office of Environmental Affairs

John DeVillars, Co-Chair
Brownfields Recovery Corporation

Geoffrey Beckwith
MA Municipal Association

Deirdre Buckley
Executive Office of Environmental Affairs

Stephen H. Burrington
Conservation Law Foundation

Vin Cipolla
Citizen Representative

John Cogliano
Massachusetts Highway Department

Buzz Constable, Esq.
Metropolitan Area Planning Council

Linda Cox
Esplanade Association

Marilyn Fenollosa
National Trust for Historic Preservation

Representative Kevin W. Fitzgerald

Eliot Foulds
Olmsted Center, National Park Service

Susan W. Frechette
Department of Environmental Management

Bill Geary
Citizen Representative

Senator Robert A. Havern

Jamie Hoyte
Harvard University

Beppi Huidekuper
Harvard University

James Igoe
Historic Massachusetts Inc.

Nathaniel Karns
Berkshire Regional Planning Commission

Cara Metz
Massachusetts Historical Commission

John Moot
Association of Cambridge Neighborhoods

Robert Mumford
Cape Cod Commission

Senator Andrea F. Nuciforo, Jr.

Samantha Overton Bussell
Metropolitan District Commission

Paul Sacco
Massachusetts Office of Travel and Tourism

Thaleia Schlesinger
Schlesinger & Associates

Cara Seiderman
City of Cambridge

Cynthia Smith
Boston Society of Landscape Architects

Helen Spaulding
Citizen Representative

Representative Joseph C. Sullivan

Patrice Todisco
Boston Greenspace Alliance

Senator Marian Walsh

Representative Alice K. Wolf

Eileen Woodford
National Parks Conservation Association

Robert Zimmerman
Charles River Watershed Association





HISTORIC PARKWAYS of MASSACHUSETTS

HISTORIC PARKWAYS INITIATIVE STEERING COMMITTEE

Betsy Shure Gross, Co-Chair
Executive Office of Environmental Affairs

John DeVillars, Co-Chair
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MA Municipal Association

Deirdre Buckley
Executive Office of Environmental Affairs

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Conservation Law Foundation

Vin Cipolla
Citizen Representative

John Cogliano
Massachusetts Highway Department

Buzz Constable, Esq.
Metropolitan Area Planning Council

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Esplanade Association

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National Trust for Historic Preservation

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Eliot Foulds
Olmsted Center, National Park Service

Susan W. Frechette
Department of Environmental Management

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Citizen Representative

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Jamie Hoyte
Harvard University

Beppi Huidekuper
Harvard University

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Berkshire Regional Planning Commission

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Association of Cambridge Neighborhoods

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Metropolitan District Commission

Paul Sacco
Massachusetts Office of Travel and Tourism

Thaleia Schlesinger
Schlesinger & Associates

Cara Seiderman
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Boston Society of Landscape Architects

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Senator Marian Walsh

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Eileen Woodford
National Parks Conservation Association

Robert Zimmerman
Charles River Watershed Association

Images: DEM



A HISTORIC PARKWAY OF MASSACHUSETTS

MEMORIAL DRIVE HISTORIC PARKWAY REHABILITATION

RE-CREATE *the* LEGACY

Commonwealth of Massachusetts

Jane M. Swift *Governor*

Executive Office of Environmental Affairs

Bob Durand *Secretary*

Metropolitan District Commission

David B. Balfour, Jr. *Commissioner*



Roadway rebuilt looking west from Massachusetts Avenue.

City of Cambridge Park Department Annual Reports, 1912. Cambridge Historical Commission Archives

THE MEMORIAL DRIVE DEMONSTRATION PROJECT

The Executive Office of Environmental Affairs and the MDC selected the Memorial Drive Historic Parkway Rehabilitation Project as the MDC Demonstration Project for the Historic Parkways Initiative. Design of the project will be headed by the noted engineering consulting firm of Rizzo Associates, seconded by the distinguished landscape architecture firm of Brown, Richardson and Rowe. Civil engineers, cultural landscape specialists, bridge engineers, transportation and bicycle planners, arborists, and environmental specialists will lend their skills to a scope that addresses issues ranging from pavement and drainage design to pedestrian, bicycle, and vehicle circulation issues, landscape and historic preservation, and natural resource protection.

PROJECT APPROACH

This demonstration project will implement important recommendations for the realignment of Memorial Drive as listed in the Charles River Basin Master Plan under "Cambridge Esplanade." The work will occur in two phases over two segments. Segment One extends from the Longfellow Bridge westward to the end of the divided parkway by Fowler Street. Segment Two continues westward to the Reid Overpass and Magazine Beach.

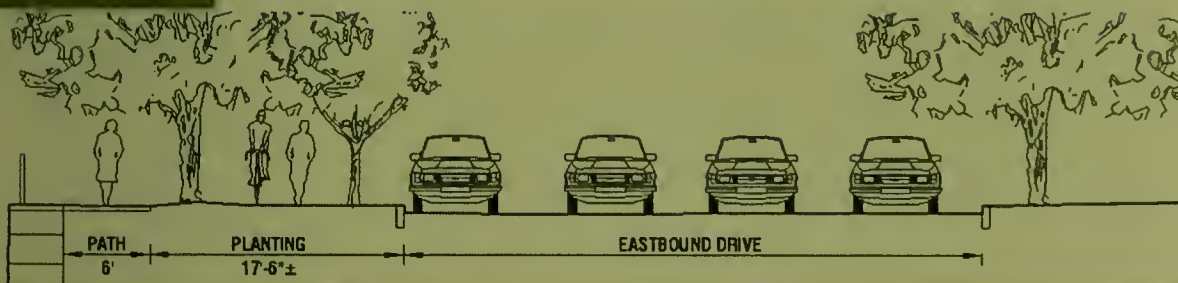
Design of both phases will begin immediately and Phase One construction is expected to commence in the Fall of 2002.

Phase One will consist of the civil engineering work necessary to remove an eastbound travel lane from the road, storm drainage improvement, pathway widening on the Viaduct, and improvements to the pedestrian and bicycle connections to the Longfellow Bridge. It will also include critically needed repairs to the Massachusetts Avenue underpass, including a bridge deck replacement.

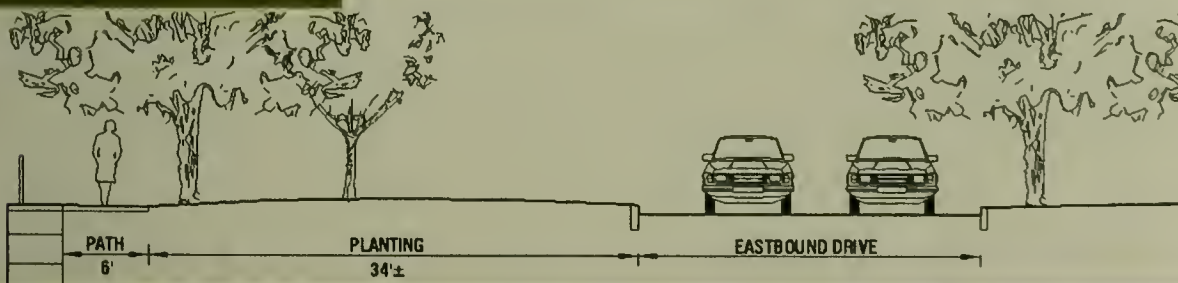
Phase Two is the subject of a lengthy design and community review process. It involves a comprehensive look at all the landscape and pathway issues from the Longfellow Bridge to Magazine Beach, including:

- ✦ *Riverbank stabilization and landscaping improvements*
- ✦ *Historic landscape preservation*
- ✦ *Address pedestrian and bicycle pathway conflicts*
- ✦ *Installation of shelters, benches, and other amenities*
- ✦ *Improvements to pedestrian links to Magazine Beach*
- ✦ *Continuation of the existing historically appropriate lighting system*

EXISTING CONDITIONS



PROPOSED PARKLAND RECLAMATION



SCHEDULE

Meeting:	May 14, 2002	<i>Project Kick-Off</i>
Meeting:	June 26, 2002	<i>Second Public Meeting/Phase 1 Concept</i>
Event:	October 22, 2002	<i>Phase 1 Groundbreaking</i>
Meeting:	Fall 2002	<i>Phase 2 Concept</i>
Meeting:	January, 2003	<i>Phase 2 Design Development Public Meeting</i>
Event:	Spring, 2003	<i>Phase 2 Preferred Concept/Preconstruction Public Meeting</i>

MDC PROJECT TEAM

Francis Faucher *Deputy Commissioner for Technical Services*

Samantha Overton Bussell *Deputy Commissioner for Policy*

Julia O'Brien *Director of Planning*

Joe Orfant *Project Manager*

Patricia Provenzano *Director of Community Affairs*

CONTACT INFORMATION

The MDC invites public comments and input on the project.

For more information and updates please contact:

Metropolitan District Commission *Community Affairs*

20 Somerset Street Boston, MA 02108

617-727-5114 x 530 www.mas.gov/mdc



Memorial Drive underpass at Mass Ave State Archives

THE HISTORIC PARKWAYS INITIATIVE

The Historic Parkways Initiative – a coalition of the Executive Office of Environmental Affairs (EOEA), the Department of Environmental Management (DEM), the Metropolitan District Commission (MDC), and other public and private organizations – is dedicated to the protection, preservation, and enhancement of historic parkways throughout the Commonwealth, now and into the future. Through advocacy, education, and action, and in the spirit of partnership, the Initiative will celebrate the invaluable scenic, cultural, recreational, and transportation roles of these remarkable parkways. A catalyst for change, the Initiative is building new models of revitalization and stewardship for the Commonwealth's treasured parkway resources. The Memorial Drive Historic Parkway Rehabilitation Project, an implementation project of the Charles River Basin Master Plan, has been identified as a Demonstration Project under the Initiative and is designed to highlight the goals of the initiative.

MEMORIAL DRIVE, AN HISTORIC PARKWAY IN THE CHARLES RIVER BASIN HISTORIC DISTRICT

Memorial Drive and the Cambridge Esplanade are key elements of the Charles River Basin National Register Historic District. This parkland encompasses the Drive, originally known as Charles River Road, in front of the Massachusetts Institute of Technology (MIT). The complete Esplanade was laid out and built as part of an ambitious private residential development intended to rival the Back Bay. The financial panic of 1893 ended this aspiration and the seawall, lawn, and park drives ended abruptly at Fowler Street. MIT moved from its original home in the Back Bay in 1916 and established a grand presence in the Basin on Memorial Drive. The broad lawn between today's eastbound and westbound ways of the Drive gives ample room for formal planting. Though designed for horse-drawn vehicles, the scale of the parkway, renamed Memorial Drive after World War I to honor the Cambridge men and women who lost their lives in the Great War, has not changed in more than a century.

Following the transfer of the Esplanade to the Metropolitan Parks Commission, a more modest Memorial Drive was extended westward towards the Cottage Farm Bridge and eventually to the Eliot Bridge. The extension is characterized by an undivided parkway and a more naturalistic riverbank since construction of the Charles River Dam in 1903 eliminated the need for seawalls.



HISTORIC PARKWAYS of MASSACHUSETTS

HISTORIC PARKWAYS INITIATIVE STEERING COMMITTEE

Betsy Shure Gross, Co-Chair
Executive Office of Environmental Affairs

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The Executive Office of Environmental Affairs and the Metropolitan District Commission would like to acknowledge NSTAR and the Massachusetts Institute of Technology for funding the design of the Memorial Drive Demonstration Project.





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Bob Durand *Secretary*

EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS
251 CAUSEWAY STREET | 9TH FLOOR | BOSTON, MA 02114